

[Roll No. 204]

YEAS—426

Abercrombie	DeGette	Jackson-Lee
Ackerman	Delahunt	(TX)
Aderholt	DeLauro	Janklow
Akin	DeLay	Jefferson
Alexander	DeMint	Jenkins
Allen	Deutsch	John
Andrews	Diaz-Balart, L.	Johnson (CT)
Baca	Diaz-Balart, M.	Johnson (IL)
Bachus	Dicks	Johnson, E. B.
Baird	Dingell	Johnson, Sam
Baker	Doggett	Jones (NC)
Baldwin	Dooley (CA)	Jones (OH)
Ballance	Doolittle	Kanjorski
Ballenger	Doyle	Kaptur
Barrett (SC)	Dreier	Keller
Bartlett (MD)	Duncan	Kelly
Barton (TX)	Dunn	Kennedy (MN)
Bass	Edwards	Kennedy (RI)
Beauprez	Ehlers	Kildee
Bell	Emanuel	Kilpatrick
Berkley	Emerson	Kind
Berman	Engel	King (IA)
Berry	English	King (NY)
Biggart	Eshoo	Kingston
Billrakis	Etheridge	Kirk
Bishop (GA)	Evans	Klecza
Bishop (NY)	Everett	Kline
Bishop (UT)	Farr	Knollenberg
Blackburn	Fattah	Kolbe
Blumenauer	Feeney	Kucinich
Blunt	Ferguson	LaHood
Boehrlert	Filner	Lampson
Boehner	Flake	Langevin
Bonilla	Fletcher	Lantos
Bonner	Foley	Larsen (WA)
Bono	Forbes	Larson (CT)
Boozman	Ford	Latham
Boswell	Fossella	LaTourette
Boucher	Frank (MA)	Leach
Boyd	Franks (AZ)	Lee
Bradley (NH)	Frelinghuysen	Lewis (CA)
Brady (PA)	Frost	Lewis (GA)
Brady (TX)	Gallegly	Lewis (KY)
Brown (OH)	Garrett (NJ)	Linder
Brown (SC)	Gerlach	Lipinski
Brown, Corrine	Gibbons	LoBiondo
Brown-Waite,	Gilchrest	Lofgren
Ginny	Gillmor	Lowey
Burgess	Gingrey	Lucas (KY)
Burns	Gonzalez	Lucas (OK)
Burr	Goode	Lynch
Burton (IN)	Goodlatte	Majette
Buyer	Gordon	Maloney
Calvert	Goss	Manzullo
Camp	Granger	Markey
Cannon	Graves	Marshall
Cantor	Green (TX)	Matheson
Capito	Green (WI)	Matsui
Capps	Greenwood	McCarthy (MO)
Capuano	Grijalva	McCarthy (NY)
Cardin	Gutierrez	McCollum
Cardoza	Gutknecht	McCotter
Carson (IN)	Hall	McCrery
Carson (OK)	Harman	McDermott
Carter	Harris	McGovern
Case	Hart	McHugh
Castle	Hastings (FL)	McIntyre
Chabot	Hastings (WA)	McKeon
Chocola	Hayes	McNulty
Clay	Hayworth	Meehan
Clyburn	Hefley	Meek (FL)
Coble	Hensarling	Meeks (NY)
Cole	Herger	Menendez
Collins	Hill	Mica
Combest	Hinchey	Michaud
Conyers	Hinojosa	Millender-
Cooper	Hobson	McDonald
Costello	Hoeffel	Miller (FL)
Cox	Hoekstra	Miller (MI)
Cramer	Holden	Miller (NC)
Crane	Holt	Miller, Gary
Crenshaw	Honda	Miller, George
Crowley	Hooley (OR)	Mollohan
Cubin	Hostettler	Moore
Culberson	Houghton	Moran (KS)
Cummings	Hoyer	Moran (VA)
Cunningham	Hulshof	Murphy
Davis (AL)	Hunter	Murtha
Davis (CA)	Hyde	Musgrave
Davis (FL)	Inslee	Myrick
Davis (IL)	Isakson	Nadler
Davis (TN)	Israel	Napolitano
Davis, Jo Ann	Issa	Neal (MA)
Davis, Tom	Istook	Nethercutt
Deal (GA)	Jackson (IL)	Ney
DeFazio		Northup

Norwood	Ross	Tanner
Nunes	Rothman	Tauscher
Nussle	Roybal-Allard	Tauzin
Oberstar	Royce	Taylor (MS)
Obey	Ruppersberger	Taylor (NC)
Oliver	Rush	Terry
Ortiz	Ryan (OH)	Thomas
Osborne	Ryan (WI)	Thompson (CA)
Ose	Ryun (KS)	Thompson (MS)
Otter	Sabo	Thornberry
Owens	Sanchez, Loretta	Tiahrt
Oxley	Sanders	Tiberi
Pallone	Sandlin	Tierney
Pascrell	Saxton	Toomey
Pastor	Schakowsky	Towns
Paul	Schiff	Turner (OH)
Payne	Schrock	Turner (TX)
Pearce	Scott (GA)	Udall (CO)
Pelosi	Scott (VA)	Udall (NM)
Pence	Sensenbrenner	Upton
Peterson (MN)	Serrano	Van Hollen
Petri	Sessions	Velazquez
Pickering	Shadegg	Visclosky
Pitts	Shaw	Vitter
Platts	Shays	Walden (OR)
Pombo	Sherman	Walsh
Pomeroy	Sherwood	Wamp
Porter	Shimkus	Waters
Portman	Shuster	Watson
Price (NC)	Simpson	Watt
Pryce (OH)	Skelton	Waxman
Putnam	Slaughter	Weiner
Quinn	Smith (MI)	Weldon (FL)
Radanovich	Smith (NJ)	Weldon (PA)
Rahall	Smith (TX)	Weller
Ramstad	Smith (WA)	Wexler
Rangel	Snyder	Whitfield
Regula	Solis	Wicker
Rehberg	Souder	Wilson (NM)
Renzi	Spratt	Wilson (SC)
Reyes	Stark	Wolf
Reynolds	Stearns	Woolsey
Rodriguez	Stenholm	Wu
Rogers (AL)	Strickland	Wynn
Rogers (KY)	Stupak	Young (AK)
Rogers (MI)	Sullivan	Young (FL)
Rohrabacher	Sweeney	
Ros-Lehtinen	Tancredo	

NOT VOTING—8

Becerra	Levin	Sanchez, Linda
Bereuter	McInnis	T.
Gephardt	Peterson (PA)	Simmons

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). The Chair would remind Members there are 2 minutes remaining in this vote.

□ 1342

So (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Mr. LEVIN. Mr. Speaker, earlier today, I was unavoidably absent on congressional business when recorded votes were taken on four matters. Had I been present, I would have voted as follows: on rollcall 201, ordering the previous question on H. Res. 245, "nay"; on rollcall 202, the rule for the Defense Authorization bill, "nay"; on rollcall 203, the Child Medication Safety Act, "yea"; and on rollcall 204, final passage of H.R. 1911, "yea."

RECOGNIZING 100TH ANNIVERSARY YEAR OF FOUNDING OF FORD MOTOR COMPANY

Mr. UPTON. Mr. Speaker, I ask unanimous consent that the Committee on Energy and Commerce be discharged from further consideration of the reso-

lution (H. Res. 100) recognizing the 100th anniversary year of the founding of the Ford Motor Company, which has been a significant part of the social, economic, and cultural heritage of the United States and many other nations and a revolutionary industrial and global institution, and ask for its immediate consideration in the House.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

The Clerk read the resolution, as follows:

H. RES. 100

Whereas on June 16, 1903, then 39 year old Henry Ford and 11 associates, armed with little cash, some tools, a few blueprints, and unbounded faith, submitted incorporation papers to Michigan's capital, Lansing, launching the Ford Motor Company;

Whereas Ford began operations in a leased, small converted wagon factory on a spur of the Michigan Central Railroad in Detroit;

Whereas the first commercial automobile to emerge from Ford was the original 8-horsepower, two-cylinder Model A vehicle in 1903, which was advertised as the "Fordmobile" and had a two speed transmission, 28 inch wheels with wooden spokes, and 3 inch tires;

Whereas between 1903 and 1908, Ford and his engineers went through 19 letters of the alphabet, creating Models A through S, with some of these cars being experimental models only and not available to the public;

Whereas on October 1, 1908, Ford introduced its "universal car", the Model T (sometimes affectionately called the "Tin Lizzie"), which could be reconfigured by buyers to move cattle, haul freight, herd horses, and even mow lawns, and Ford produced 10,660 Model T vehicles its first year, an industry record;

Whereas, while in the early days all automakers built one car at a time, the idea of moving the work to the worker became a reality when parts, components, and 140 assemblers stationed at different intervals inaugurated the first moving assembly line at Ford in 1913, and a new era of industrial progress and growth began;

Whereas Henry Ford surprised the world in 1914 in setting Ford's minimum wage at \$5.00 per an 8-hour day, which replaced the prior \$2.34 wage for a 9-hour day and was a truly great social revolution for its time;

Whereas that same year, 1914, Henry Ford, with an eye to simplicity, efficiency, and affordability, ordered that the Model T use black paint exclusively because it dried faster than other colors, which meant more cars could be built daily at a lower cost, and Ford said the vehicle will be offered in "any color so long as it is black";

Whereas, upon its completion in 1925, Ford's self-contained Rouge Complex on the Rouge River encompassed diverse industries that allowed for the complete production of vehicles, from raw materials processing to final assembly, and was an icon of the 20th century and, with its current revitalization and redevelopment, will remain an icon in the 21st century;

Whereas, in 1925, the company built the first of 196 Ford Tri-Motor airplanes, nicknamed the "Tin Goose" and the "Model T of the Air";

Whereas consumer demand for more luxury and power pushed aside the Model A, and on March 9, 1932, the Ford car, with the pioneering Ford single V-8 engine block, rolled off the production line;

Whereas, while Ford offered only two models through 1937 (Ford and Lincoln), due to increased competition, the first Mercury was introduced in 1938, with a distinctive streamlined body style, a V-8 engine with more horsepower than a Ford, and hydraulic brakes, thus filling the void between the low-priced Ford and the high-priced Lincoln;

Whereas one of the largest labor unions in the Nation was formed as the United Automobile Workers (UAW) in 1935, and after a rather tumultuous beginning, won acceptance in the late 1930s by the auto industry and became a potent and forceful leader for auto workers, with Ford building a strong relationship with the union through its policies and programs;

Whereas by government decree all civilian auto production in the United States ceased on February 10, 1942, and Ford, under the control of the War Production Board, produced an extensive array of bombers, tanks, armored cars, amphibious craft, gliders, and other materials for the World War II war effort;

Whereas on September 21, 1945, Henry Ford II assumed the presidency of Ford and on April 7, 1947, Ford's founder, Henry Ford passed away;

Whereas a revitalized Ford met the post-war economic boom with Ford's famed F-Series trucks making their debut in 1948 for commercial and personal use, and the debut of the 1949 Ford sedan, with the first change in a Ford body since 1922, the first change in a chassis since 1932, and the first integration of body and fenders which would set the standard for auto design in the future;

Whereas these new models were followed by such well-known cars as the Mercury Turnpike Cruiser, the Ford Sunliner Convertible, the high performing Thunderbird, introduced in 1955, the Ford Galaxy, introduced in 1959, and the biggest success story of the 1960s, the Mustang, which has been a part of the American scene for almost 40 years;

Whereas the Thunderbird wowed the NASCAR circuit in 1959, winning more than 150 races in NASCAR's top division;

Whereas in 1953 President Dwight D. Eisenhower christened the new Ford Research and Engineering Center, which was a milestone in the company's dedication to automotive science and which houses some of the most modern facilities for automotive research;

Whereas Ford's innovation continued in the 1980s with the introduction of the Taurus, named the 1986 Car of the Year, which resulted in a new commitment to quality throughout Ford and future aerodynamic design trends in the industry;

Whereas this innovation continued in the 1990s with the debut in 1993 of the Ford Mondeo, European Car of the Year, the redesigned 1994 Mustang, and the introduction in 1990 of the Ford Explorer, which redefined the sports utility segment and remains the best selling SUV in the world;

Whereas as the 21st century begins, Ford continues its marvelous record for fine products with the best-selling car in the world, the Ford Focus, and the best-selling truck in the world, the Ford F-Series;

Whereas the Ford Motor Company is the world's second largest automaker, and includes Ford, Lincoln, Mercury, Aston Martin, Jaguar, Land Rover, Volvo, and Mazda, as well as other diversified subsidiaries in finance and other domestic and international business areas; and

Whereas on October 1, 2001, William Clay Ford, Jr., the great-grandson of Henry Ford, became Chairman and Chief Executive Officer of Ford, concentrating on the fundamentals that have powered Ford to greatness over the last century and made it a world-class auto and truck manufacturer, and that will propel it in the 21st century to develop

even better products and innovations: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the truly wondrous achievements of the Ford Motor Company, as its employees, retirees, suppliers, dealers, its many customers, automotive enthusiasts, and friends worldwide, commemorate and celebrate its 100th anniversary milestone;

(2) recognizes the great impact that Ford has had on the lives of Americans and people of all nations; and

(3) congratulates the Ford Motor Company for this achievement and trusts that Ford will continue to have an even greater impact in the 21st century and beyond in providing innovative products that are affordable and environmentally sustainable, and that will enhance personal mobility for generations to come.

Mr. UPTON. Mr. Speaker, I rise today to recognize a milestone in American ingenuity, to honor the 100th anniversary of the founding of Ford Motor Company.

It was June 16, 1903, when 39-year-old Henry Ford and 11 associates, armed with little cash, some tools, a few blueprints, and unbridled faith, traveled to Lansing, MI to file papers launching Ford Motor Company. With just \$28,000 in cash, the pioneering industrialists gave birth to what was to become one of the world's largest corporations.

As with most great enterprises, Ford Motor Company's beginnings were modest. The company had anxious moments in its infancy. The earliest record of a shipment is July 20, 1903, approximately 1 month after incorporation, to a Detroit physician.

Perhaps Ford Motor Company's single greatest contribution to automotive manufacturing was the moving assembly line. First implemented at the Highland Park plant in 1913, the new technique allowed individual workers to stay in one place and perform the same task repeatedly on multiple vehicles that passed by them. The line proved tremendously efficient, helping the company far surpass the production levels of their competitors—and making the vehicles more affordable.

Henry Ford insisted that the company's future lay in the production of affordable cars for a mass market. Beginning in 1903, the company began using the first 19 letters of the alphabet to name new cars. In 1908, the Model T was born. Nineteen years and 15 million Model T's later, Ford Motor Company was a giant industrial complex that spanned the globe.

From the Model T, to the T-Bird and Mustang, to today's Ford Focus, Ford Motor Company has been at the forefront of the automotive industry.

What started that momentous June day in 1903 by Henry Ford and his 11 associates has grown into a worldwide franchise over the last 100 years. Today, Ford Motor Company is a family of automotive brands consisting of Ford, Lincoln, Mercury, Mazda, Jaguar, Land Rover, Aston Martin, and Volvo.

Ford Motor Company is synonymous with American ingenuity. They are a very part of the American cultural fab-

ric. It is as if both Ford and the country grew together during the 20th century.

Ford's contributions to the country have been great. They are a stalwart presence in the American economy, and they employ tens of thousands of Americans. For millions of Americans, Ford has become a part of our everyday lives. And the Ford Motor Company will continue to be a major presence on the American scene over the next 100 years.

Mr. DINGELL. Mr. Speaker, as a long-time supporter and friend of the automotive industry I would like to take this opportunity to recognize the 100th anniversary of Ford Motor Company. Ford Motor Company is the quintessential model of industrial growth and capitalism at work. Ford has not only been a significant part of the social, economic, and cultural heritage of the United States, but a revolutionary industrial and global institution.

On June 16, 1903, then 39-year-old Henry Ford and 11 associates, armed with little cash, some tools, a few blueprints, and unbounded faith, submitted incorporation papers to Michigan's capital in Lansing. For the next 5 years, young Henry Ford, first as chief engineer and later as president, directed an all-out development and production program which shifted in 1905 from the rented quarters on Detroit's Mack Avenue to a much larger building at Piquette and Beaubien streets. A total of 1,700 cars—the early Model A's—came sputtering out of the old wagon factory during the first 15 months of operation.

The Model T chugged into history on October 1, 1908. Henry Ford called it the "universal car." It became the symbol of low-cost, reliable transportation that could get through when other cars stuck in the muddy roads. The Model T won the approval of millions of Americans, who affectionately dubbed it the "Tin Lizzie." The first year's production of Model T's reached 10,660, breaking all records for the industry.

By the end of 1913, Ford Motor Company was producing half of all the automobiles in the United States. In order to keep ahead of the demand, Ford initiated mass production in the factory. Mr. Ford reasoned that with each worker remaining in one assigned place, with one specific task to do, the automobile would take shape more quickly as it moved from section to section and countless man-hours would be saved. The advent of the assembly line truly revolutionized industry.

Henry Ford startled the world yet again on January 5, 1914, by announcing that Ford Motor Company's minimum wage would be \$5 a day—more than double the existing minimum rate. Mr. Ford felt that since it was now possible to build inexpensive cars in volume, more of them could be sold if employees could afford to buy them. Ford considered the payment of \$5 for an 8-hour day the finest cost-cutting move he ever made. "I can find methods of manufacturing that will make high wages," he said. "If you cut wages, you just cut the number of your customers."

The Model T started a rural revolution. The \$5 day and the philosophy behind it started a social revolution. The moving assembly line started an industrial revolution.

The Model A was finally pushed aside by a consumer demand for even more luxury and

power. Ford Motor Company was ready with plenty of both in its next entry—its first V-8—which was introduced to the public on April 1, 1932. Ford was the first company in history to cast a V-8 block in one piece successfully. Experts told Mr. Ford it could not be done. It was many years before Ford's competitors learned how to mass-produce a reliable V-8. In the meantime, the Ford car and its powerful engine became a favorite of performance-minded Americans.

Ford Motor Company was only a year old when it inaugurated its foreign expansion program in 1904 with the opening of a modest plant in Walkerville, Ontario, named Ford Motor Company of Canada, Ltd.

Senior managers from Ford Motor Company's branches and subsidiaries around the world descended on company headquarters in Dearborn, MI, in June 1948 to attend the company's first-ever full international management meeting. After 45 years in business the automaker had a presence in nearly every corner of the globe.

Today, Ford has manufacturing, assembly or sales facilities in 30 countries worldwide. Ford produces millions of cars and trucks annually; it is a leader in automobile sales outside North America.

The focus of the 1960's was on youth. A young president Kennedy led an economically healthy, upbeat America. Ford Motor Company recognized a strong market demand for an inexpensive sporty new vehicle targeted to the young buyer. Lee Iacocca, then the General Manager of the Ford Division, personally sold the startling new concept to Henry Ford II and a skeptical finance department. Start-up costs were a mere \$75 million due to the incorporation of the existing Falcon engine, transmission and axle, but the return investment would prove phenomenal. The Mustang exploded onto the scene in a 1964 introduction that drew throngs to showrooms across the country. Such intense interest had not been witnessed since the introduction of the Model A. The sharp, 4-seat 1965 Mustang became the "darling" of America. The "love affair" brought about the sale of 100,000 Mustangs in the first 100 days. Total sales for the year reached 418,812, far exceeding the 100,000 projected by market research. Ford's design innovation of the late 1950's led to the Mustang's record-setting first year sales and \$1 billion in profits.

Today, Ford's plans for continued expansion domestically and overseas and the company's wide diversification mean ongoing employment opportunities, not only in my home state of Michigan and the other 49 states in America, but around the globe. The driving force behind the Ford Motor Company has been and continues to be producing better products at a lower cost.

Through years of prosperity and hardship, through war and peace, Ford Motor Company grew from one man, a small garage and a quadricycle, to a mighty American force contributing to international economic stability. Meanwhile the nation became an industrial giant of unmatched strength and vitality. The Ford story, in a sense, is the story of the American Century.

Mr. Speaker, as Ford Motor Company celebrates its 100th anniversary, I would ask that all my colleagues rise and salute the legend and automobile company that is Ford.

Mrs. NORTHUP. Mr. Speaker, I rise today to recognize Ford Motor Company's 100th an-

niversary. Throughout 2003, Ford Motor Company will celebrate 100 years of manufacturing automobiles. Ford's history is an integral part of America's rise to global economic prominence. I am very pleased that my hometown of Louisville, KY has played a key and long-standing role in that history.

In 1913, Ford began manufacturing Model T's in a small shop on South Third Street in Louisville. As our nation grew and met new challenges, Ford's Louisville operation also expanded. In 1942, Ford's Louisville operation began production of 44,000 trucks for the U.S. Army. During the fifties and sixties, Ford's Louisville presence expanded significantly with the construction and operation of two major manufacturing facilities. These facilities continue to produce high-quality trucks and sport utility vehicles which remain in great demand by the American public. In September of 2002, the Louisville Assembly Plant reached a historic milestone by producing the 5 millionth Ford Explorer.

Mr. Speaker, I also rise to recognize the hard work of Ford's 10,000 employees in Louisville. This hard-working team of professionals is a vital part of our community's economy. In addition to producing great products, they have set an example of generosity. In 2002, Ford Motor Company and its employees donated more than \$2.5 million to Louisville community organizations.

I am very pleased that the House of Representatives has honored Ford Motor Company with Passage of H. Res. 100—a resolution recognizing the company's 100th anniversary. As a supporter of this legislation, I applaud its passage and commend the House for honoring Ford's contribution to American life.

The SPEAKER pro tempore. The question is on the resolution.

The resolution was agreed to.

AMENDMENT TO THE PREAMBLE OFFERED BY
MR. UPTON

Mr. UPTON. Mr. Speaker, I offer an amendment to the Preamble.

The Clerk read as follows:

Amendment to Preamble offered by Mr. UPTON:

Strike the preamble and insert:

Whereas, on June 16, 1903, then 39 year old Henry Ford and 11 associates, armed with little cash, some tools, a few blueprints, and unbounded faith, submitted incorporation papers to Michigan's capital, Lansing, launching the Ford Motor Company;

Whereas the Ford Motor Company began operations in a leased, small converted wagon factory on a spur of the Michigan Central Railroad in Detroit;

Whereas the first commercial automobile to emerge from the Ford Motor Company in 1903 was the original 8-horsepower, two-cylinder Model A vehicle with a two speed transmission, 28 inch wheels with wooden spokes, and 3 inch tires;

Whereas, between 1903 and 1908, Henry Ford and his engineers went through 19 letters of the alphabet, creating Models A through S, with some of these cars being experimental models only and not available to the public;

Whereas, on October 1, 1908, the Ford Motor Company introduced its "universal car", the Model T (sometimes affectionately called the "Tin Lizzie"), which could be reconfigured by buyers to move cattle, haul freight, herd horses, and even mow lawns, and Ford produced 10,660 Model T vehicles its first year, an industry record;

Whereas the Ford Motor Company inaugurated the first automotive integrated assem-

bly line in 1913, changing the old manner of building one car at a time through moving the work to the worker by having parts, components, and assemblers stationed at different intervals, and beginning a new era of industrial progress and growth;

Whereas Henry Ford surprised the world in 1914 by setting Ford's minimum wage at \$5.00 per an 8-hour day, which replaced the prior \$2.34 wage for a 9-hour day and was a truly great social revolution for its time;

Whereas that same year, 1914, Henry Ford, with an eye to simplicity, efficiency, and affordability, ordered that the Model T use black paint exclusively because it dried faster than other colors, which meant more cars could be built daily at a lower cost, and Ford said the vehicle will be offered in "any color so long as it is black";

Whereas Ford's self-contained Rouge Manufacturing Complex on the Rouge River encompassed diverse industries, including suppliers, that allowed for the complete production of vehicles, from raw materials processing to final assembly, was an icon of the 20th century, and, with its current revitalization and redevelopment, will remain an icon in the 21st century;

Whereas, in 1925, the company built the first of 199 Ford Tri-Motor airplanes, nicknamed the "Tin Goose" and the "Model T of the Air";

Whereas consumer demand for more luxury and power pushed aside the then current model, and on March 9, 1932, a Ford vehicle with the pioneering Ford V-8 engine block rolled off the production line;

Whereas, while Ford offered only two brands through 1937 (Ford and Lincoln), due to increased competition, the first Mercury was introduced in 1938, a car with a distinctive streamlined body style, a V-8 engine with more horsepower than a Ford, and hydraulic brakes, thus filling the void between the low-priced Ford and the high-priced Lincoln brands;

Whereas one of the largest labor unions in the Nation was formed as the United Automobile Workers (UAW) in 1935, and after a rather tumultuous beginning, won acceptance by the auto industry and became a potent and forceful leader for auto workers, with Ford building a strong relationship with the union through its policies and programs;

Whereas by government decree all civilian auto production in the United States ceased on February 10, 1942, and Ford, under the control of the War Production Board, produced an extensive array of tanks, B-24 aircraft, armored cars, amphibious craft, gliders, and other materials for the World War II war effort;

Whereas Ford dealers rallied to aid the Ford Motor Company in its postwar comeback, proving their merit as the public's main point of contact with the company;

Whereas, on September 21, 1945, Henry Ford II assumed the presidency of Ford and on April 7, 1947, Ford's founder, Henry Ford passed away;

Whereas a revitalized Ford met the post-war economic boom with Ford's famed F-Series trucks making their debut in 1948 for commercial and personal use, and the debut of the 1949 Ford sedan, with the first change in a chassis since 1932, and the first integration of body and fenders which would set the standard for auto design in the future;

Whereas these new models were followed by such well-known cars as the Mercury Turnpike Cruiser, the retractable hardtop convertible Ford Skyliner, the high performing Thunderbird, introduced in 1955, the Ford Galaxie, introduced in 1959, and the biggest success story of the 1960s, the Ford Mustang, which has been a part of the American scene for almost 40 years;

Whereas, in 1953, President Dwight D. Eisenhower christened the new Ford Research and Engineering Center, which was a milestone in the company's dedication to automotive science and which houses some of the most modern facilities for automotive research;

Whereas Ford's innovation continued through the 1980s with the introduction of the Ford Taurus, which was named the 1986 Motor Trend Car of the Year, and which resulted in future aerodynamic design trends throughout the industry;

Whereas this innovation continued through the 1990s with the debut in 1993 of the Ford Mondeo, European Car of the Year, the redesigned 1994 Ford Mustang, and the introduction in 1990 of the Ford Explorer, which defined the sports utility vehicle (SUV) segment and remains the best selling SUV in the world;

Whereas, as the 21st century begins, Ford continues its marvelous record for fine products with the best-selling car in the world, the Ford Focus, and the best-selling truck in the world, the Ford F-Series;

Whereas the Ford Motor Company is the world's second largest automaker, and includes Ford, Lincoln, Mercury, Aston Martin, Jaguar, Land Rover, Volvo, and Mazda automotive brands, as well as other diversified subsidiaries in finance and other domestic and international business areas; and

Whereas, on October 30, 2001, William Clay Ford, Jr., the great-grandson of Henry Ford, became Chairman and Chief Executive Officer of the Ford Motor Company, and as such is concentrating on the fundamentals that have powered the Ford Motor Company to greatness over the last century and made it a world-class auto and truck manufacturer, and that will continue to carry the company through the 21st century to develop even better products and innovations: Now, therefore, be it

Mr. UPTON (during the reading). Mr. Speaker, I ask unanimous consent that the amendment to the preamble be considered as read and printed in the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

The SPEAKER pro tempore. The question is on the amendment to the preamble offered by the gentleman from Michigan (Mr. UPTON).

The amendment to the preamble was agreed to.

TITLE AMENDMENT OFFERED BY Mr. UPTON

Mr. UPTON. Mr. Speaker, I offer an amendment to the title.

The Clerk read as follows:

Amendment to the title offered by Mr. UPTON:

Amend the title so as to read: "Resolution recognizing the 100th anniversary year of the founding of the Ford Motor Company, which has been a significant part of the social, economic, and cultural heritage of the United States and many other nations and a revolutionary industrial and global institution, and congratulating the Ford Motor Company for its achievements.".

The amendment to the title was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. UPTON. Mr. Speaker, I ask unanimous consent that all Members have

permission to revise and extend their remarks on H. Res. 100, the resolution just agreed to.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

PERMISSION FOR COMMITTEE ON ARMED SERVICES TO FILE SUPPLEMENTAL REPORT ON H.R. 1588, NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2004

Mr. HUNTER. Mr. Speaker, I ask unanimous consent that the Committee on Armed Services have permission to file a supplemental report on the bill (H.R. 1588) to authorize appropriations for fiscal year 2004 for military activities of the Department of Defense, to prescribe military personnel strengths for fiscal year 2004, and for other purposes.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2004

The SPEAKER pro tempore (Mr. SWEENEY). Pursuant to House Resolution 245 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 1588.

The Chair designates the gentleman from Texas (Mr. BONILLA) as chairman of the Committee of the Whole, and requests the gentleman from New York (Mr. SWEENEY) to assume the chair temporarily.

□ 1346

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 1588) to authorize appropriations for fiscal year 2004 for military activities of the Department of Defense, to prescribe military personnel strengths for fiscal year 2004, and for other purposes, with Mr. SWEENEY (Chairman pro tempore) in the chair.

The Clerk read the title of the bill.

The CHAIRMAN pro tempore. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from California (Mr. HUNTER) and the gentleman from Missouri (Mr. SKELTON) each will control 60 minutes.

The Chair recognizes the gentleman from California (Mr. HUNTER).

Mr. HUNTER. Mr. Chairman, I yield myself such time as I may consume.

We have an excellent defense bill before us today. We have learned a number of lessons from the conflict we just concluded in Iraq. I think the lessons of the last 15 years are that we must have in this country broad military ca-

pabilities, and that means we have got to be able to handle a conventional armored attack or conventional warfare. We must be able to handle guerilla warfare. We must be able, at the same time, to conduct the war against terrorism, and we have to prepare for the eventuality that ballistic missiles may at some point be launched against the United States.

Mr. Chairman, this bill addresses America's military issues. We address all of the issues that are brought up with respect to personnel. We have a 4.1 percent average pay increase in this bill. We have targeted bonuses where we have critical skills requirements and critical grade requirements. We provide for family housing. We do all the things that are important for people. At the same time, we modernize and we have more money for modernization than we have in years past, Mr. Chairman.

We have lots of old platforms. We know that our Army helicopters average 18.6 years of age. Two-thirds of the Naval aircraft are over 15 years. And if you go down the line you even come up with some antiquities. You come up with B-52 bombers, the youngest of which was built in 1962. So we have many years where modernization is required, and we have embarked on this first step of modernization with this bill that provides a little over \$70 billion for modernization.

Mr. Chairman, we have learned lessons in Iraq, and this committee, which worked very hard, Democrats and Republicans on all of our subcommittees listened to our military after the operation in Iraq, and we asked them what their lessons learned were, what new systems, what new capabilities could we work on to give them even more effectiveness on the battlefield. They talked to us, and we have embedded some of these requests, Mr. Chairman, in this bill.

So this bill reflects not just recommendations from the administration over the last several years, but it reflects what war-fighting leaders need on the battlefields and what they have learned is required as a result of this most recent conflict. So this is a very up-to-date bill.

Mr. Chairman, we need a number of what I would call so-called enablers to continue to fight today's wars and also prepare for tomorrow's wars. We need airlifts. You have to have the ability to move that air bridge and move across that air bridge either from the United States to a military operation around the world, or to move from foreign-based troops, troops in Germany or other places, move them into the battlefields and not only move troops in but move equipment in and provide that bridge of tankers to be able to move strike aircraft in, long-range strike aircraft or short-range tactical aircraft which, combined with precision munitions, can hit those targets, whether it is an al Qaeda cave in Afghanistan or a leadership bunker in